

AMENDMENTS TO THE CLAIMS

The following listing of claims will replace all prior versions and listings of claims in the application.

LISTING OF CLAIMS

1-4. (Cancelled)

5. (Currently Amended) A control system for a vehicle having a plurality of wheels of the type having with a hydraulic wheel brake system including a plurality of wheel brake cylinders each associated with a respective one of said plurality of wheels and a drive train system including a hydraulic clutch, said control system comprising:

a master cylinder hydraulically associated with ~~[[a]]~~ said plurality of wheel brake cylinders and a hydraulic clutch;

a first actuator disposed between said master cylinder and said plurality of wheel brake cylinders;

a second actuator disposed between said master cylinder and said hydraulic clutch; and

a controller selectively actuating said first actuator to enable hydraulic communication between said master cylinder and said plurality of wheel brake cylinders for controlling said plurality of wheel brake cylinders associated with a respective one of the vehicle wheels and selectively actuating said second actuator to enable hydraulic communication between said master cylinder and said hydraulic clutch.

6. (Previously Presented) The control system of claim 5, wherein said controller actuates said first actuator independently from said second actuator.

7. (Previously Presented) The control system of claim 6, wherein said first actuator comprises a plurality of first actuators, each of said plurality of first actuators associated with a wheel, and said controller actuates each of said plurality of first actuators independently.

8. (Previously Presented) The control system of claim 5, wherein said controller communicates electronically with said first actuator and said second actuator.

9. (Previously Presented) The control system of claim 8, wherein said controller includes a first controller communicating a first actuation signal to said first actuator and a second controller communicating a second actuation signal to said second actuator.

10. (Previously Presented) The control system of claim 9, wherein said second controller is integral with said first controller.

11. (Previously Presented) The control system of claim 10, wherein said controller further comprises a first electronic control group capable of generating a first switching current to actuate said first actuator in response to said first actuator signal.

12. (Previously Presented) The control system of claim 11, wherein said controller further comprises a second electronic control group generating a second switching current to actuate said second actuator in response to said second actuator signal.

13. (Previously Presented) The control system of claim 12, wherein said first and second electronic control groups are integrated into a modular electronic control group.

14. (Currently Amended) A vehicle having a plurality of wheels comprising:

a hydraulic brake system having a plurality of brake cylinders each associated with a respective one of said plurality of wheels;

a drive train including a hydraulic clutch;

a master cylinder hydraulically associated with said plurality of brake cylinders and said hydraulic clutch;

a first actuator operably disposed between said master cylinder and said plurality of brake cylinders;

a second actuator operably disposed between said master cylinder and said hydraulic clutch; and

a controller selectively actuating said first actuator to enable hydraulic communication between said master cylinder and said plurality of wheel brake cylinders for controlling said plurality of wheel brake cylinders associated with a respective one of

the vehicle wheels and selectively actuating said second actuator to enable hydraulic communication between said master cylinder and said hydraulic clutch.

15. (Previously Presented) The control system of claim 14, wherein said controller actuates said first actuator independently from said second actuator.

16. (Previously Presented) The control system of claim 15, wherein said first actuator comprises a plurality of first actuators and said control means actuates each of said plurality of first actuators independently.

17. (Previously Presented) The control system of claim 14, wherein said controller communicates electronically with said first actuator and said second actuator.

18. (Previously Presented) The control system of claim 17, wherein said controller includes a first controller communicating a first actuation signal to said first actuator and a second controller communicating a second actuation signal to said second actuator.

19. (Previously Presented) The control system of claim 18, wherein said second controller is integral with said first controller.

20. (Previously Presented) The control system of claim 19, wherein said controller further comprises a first electronic control group for generating a first switching current to actuate said first actuator in response to said first actuator signal.

21. (Previously Presented) The control system of claim 20, wherein said controller further comprises a second electronic control group for generating a second switching current to actuate said second actuator in response to said second actuator signal.

22. (Previously Presented) The control system of claim 21, wherein said first and second electronic control groups are integrated into a modular electronic control group.

23. (Currently Amended) A motor vehicle having a plurality of wheels comprising:

a brake system having a hydraulic unit with a pressure medium supply including a plurality of wheel brake cylinders each associated with a respective one of said plurality of wheels and a vehicle movement dynamics controller, an electronic control group for wheel-specific actuation of ~~brakes~~ said wheel brake cylinders ~~having a hydraulic unit with a pressure medium supply,~~ and wheel-specific hydraulic valves combined to form one assembly for activating the individual wheel brake cylinders for controlling the individual wheel brake cylinder associated with a respective one of the vehicle wheels; and

a drive system including at least one drive train having a controllable clutch for driving a set of wheels, a clutch controller for activating said controllable clutch as a function of operating variables using a clutch actuator and a hydraulic valve acting on a hydraulic actuator, wherein said clutch controller is integrated into said vehicle movement dynamics controller, and said hydraulic valve for activating said clutch is part of said one assembly and is connected to said pressure medium supply.

24. (Previously Presented) The motor vehicle as claimed in claim 23 wherein said clutch actuation means is integrated into said electronic control group.